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Railroad Operations in P'yongyang

On 4 September 1952, 12 locomotives and 220 box cars, operating on coal from Fushun (123-54, 41-53), Manchuria, were available for runs between P'yongyang railroad stations and northern points. Locomotives of Japanese, Chinese Communist, and Soviet manufacture pulled 20 to 30 freight cars, running at night only and hauling mainly rice, sorghum, millet, wheat flour, and beans. Chinese Communist soldiers ran all three types of locomotives, and North Korean soldiers were permitted to operate only the Japanese locomotives, which, like the Japanese freight cars, had wheels of smaller diameter than the Chinese Communist type. Supplies were unloaded at the P'yongyang station or at interim stations between P'yongyang and Sop'o (125-44, 39-05) (YD-3629). The locomotive repair plant for the P'yongyang area, at YD-358248 in the vicinity of Taet'aryong-ni (125-43, 39-02) (YD-3524), was in a shelter 100 by 20 by 8 meters, with concrete and brick walls 40 centimeters thick and a roof 70 centimeters thick, made of a lattice-work of rails covered with dirt-filled straw bags. When railroad tracks were damaged by bombing, the head of the railroad repair squad would make the necessary repairs. If the damage was

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considerable, he called for other station repair teams or asked the local government mobilization bureau for civilian laborers. The usual method of repairing tracks was to use undamaged tracks from another bombed stretch of railroad. Thus, double track lines in many areas were being operated as single track lines. In September it required three nights of work by 200 laborers to repair 200 meters of damaged tracks.

P'yongyang-Chinnamp'o Rail Traffic

2. By the end of August rail operations between P'yongyang and Chinnamp'o had almost ceased as a result of United Nations air strikes. The section of track between Kangson (125-35, 38-56) (YD-2412) railroad station and Kiyang (125-31, 38-55) (YD-1810) railroad station was so badly damaged that it was necessary to lay new temporary tracks parallel to the old ones. In an effort to re-establish and maintain a regular schedule between P'yongyang and Chinnamp'o, the Ministry of Transportation ordered its construction troops to repair the road between the two stations. A new schedule went into effect the night of 10 September. Three trains ran nightly from P'yongyang to Chinnamp'o, leaving at approximately 9 and 11 p.m. and 2 a.m., and three ran nightly from Chinnamp'o to P'yongyang, leaving at approximately 10 p.m., 12 midnight, and 2 a.m. Freight on the southbound trains consisted mainly of food, ammunition, and clothing for Chinese Communist troops. The northbound trains carried scrap iron and ore, but there were many empty cars.

Haeju Railroad Station

3. In September 1952 the Haeju (125-43, 38-02) (YC-3813) railroad station, which was closed after December 1951 as a result of heavy United Nations bombing, was expected to re-open in November 1952 as a grain transportation station. Under the jurisdiction of the P'yongyang Railroad Control Department, Haeju station, which was the terminal of the Sariwon (125-46, 38-30) (YC-4164) - Haeju line, had a staff of 22 and was headed by a station master, CH'OE In-su (1508/0088/3178), aged 50, and an assistant station master, PAK In-pong (2613/0088/1144), aged 25, both natives of Haeju. Since the beginning of March 1952, former staff members of Haeju station and other railroad employees in the area had been engaged in farming in the vicinity of Chaksandong (125-31, 37-59) (YC-2107) on a farm at YC-219094 established by order of the Ministry of Railroads. The farm consisted of a 1,000-p'yong¹ rice field and a 7,000-p'yong dry field.

Railroad Reconstruction Battalion

4. On 13 September 1952 a railroad reconstruction battalion, comprising discharged North Korean army soldiers between the ages of 30 and 40, was at RA-727586, in the vicinity of Manp'ojin (126-17, 41-09) (BA-7259). At the end of July part of the battalion was occupied in railroad reconstruction work in the Sinanju (125-36, 39-36) (YD-2386) area.

 Comment. One p'yong is equal to 4 square yards. The rice field is about four-fifths of an acre; the dry field is about 6 acres.

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